Rail Link between Lakshmikantapur and Namkhana in West Bengal

272. SHRI SUKOMAL SEN:
SHRI MOSTAFA BIN QUASEM:
SHRI NEPALDEV BHATTACHARJEE:

Will the Minister of RAILWAYS be pleased to state:

(a) by when the work on proposed rail link between Lakshmikantapur and Namkhana in West Bengal is likely to start; and

(b) what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The work has already started.

(b) Construction of new B.G. railway line between Lakshmikantapur and Namkhana (47 km) has been approved in the current financial year 1987-88. Its estimated cost is Rs. 40.90 crores. An outlay of Rs. One crore has been provided for it during the current financial year.

Railway Train Halt at Asansol Court

273. SHRI RAMNARAYAN GOSWAMI:
SHRI SUNIL BASU RAY:

Will the Minister of RAILWAYS be pleased to refer to reply to Unstarred Question 388 given in the Rajya Sabha on the 11th November, 1987 and state on what grounds a passenger halt at Asansol Court between Burnpur and Asansol stations has not been found operationally feasible?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Burnpur-Asansol is a single line block section which is fully saturated. Opening of a Passenger Halt on this saturated section will adversely affect train operation.

Surcharge on Passengers on Khandwa-Purna Metre Guage Line

274. SHRI PRAMOD MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railway South Central one, have levied any surcharge on passengers on Khandwa-Purna metre guage line;

(b) if so, what are the details thereof and the reasons for such a surcharge;

(c) the time since when Railways are collecting surcharge and what is the total amount collected till date in th form of surcharge and regular original charge, separately;

(d) what is the total amount of expenditure incurred on construction of this line;

(e) whether Government propose to abolish this surcharge;

(f) if so, what are the details and if not, what are the reasons therefor; and

(g) whether Government put such surcharge any where else in the country, if so, what are the details?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c) No surcharge as such is being levied on passengers on Khandwa-Purna metre gauge line. However, passenger fares on the Khandwa-Hingoli section of this line were charged by inflating the actual distance by 33-1/3 per cent from 1961 to 14-7-1985, and by 15 per cent from 15-7-1985 to 31-3-1987. The decision to inflate the distance was taken as it was found that the line would not be remunerative if freight and fares were charged on actual distance. The figures of amount collected on this account are not available.

(d) Capital cost of Khandwa-Hingoli section is Rs. 13.22 Crores.

(e) and (f) The inflation in distance for charge for passenger traffic has been withdrawn with effect from 1-4-1987.

(g) A statement indicating the sections on which passenger fares are levied on the basis of inflated distance is attached.

Statement

Railway	Name of the Section	Extent of Inflation in the Distance for Charge
South Central	Gooty-Dharmavaram	1½ times the actual distance.
	Castle Rock-Kalay	2¼ times the actual distance.
	Bibi Nagar-Nalgonda	1½ times the actual distance.
Northern	Ambala-Kalka	1⅓ times the actual distance.
	Kalka-Shimla	3 times the actual distance for 2nd class and 2 times the actual distance for Ist Class passengers.
	Jogindernagar-Pathankot	1⅓ times the actual distance.
Central	Neral-Matheran	6 times the actual distance.
Southern	Mettupalayam-Wellington	2¾ times the actual distance.
	Wellington-Udagamandalam	2 times the actual distance.
	Dharmavaram-Baiyyappanahalli	1½ times the actual distance.

Construction of National Highways by Private Sector

275. SHRI ATAL BIHARI VAJPAYEE:
SHRI KAILASH PATI MISHRA:
SHRI RAOOF VALIULLAH:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have offered to private sector the construction of national highways which have a backlog of about 40,000 kilometres;

(b) if so, what are the terms and conditions of the offer as regards quality control, designs, necessary infrastrure, time-bound period of work, mode of payment for the work done and permission to levy Toll tax on road traffic, the period thereof etc.;

(c) what is the response in this regard; and

(d) whether private sector will also be involved in the construction and repair of the bridges on the Highways and if so, in what manner?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (d) The Government of India invited proposals from the private sector for taking up selectively certain toll based schemes on National Highways. Only a few concrete proposals were received from some firms with certain conditions like grant of concessions, loans, guarantees etc. which were not acceptable to Government of India.

Completion of Howrah-Sheakhaia Project

276. SHRI MOSTAFA BIN QUASEM: Will the Minister of RAILWAYS be pleased to refer to reply to Starred Question 163 given